LOK SABHA

Tuesday, March 10, 1992/ Phalguna 20, 1913 (Saka)

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

[*English*]

Uneconomic Railway Lines

184. SHRI NITISH KUMAR: Will the Minister of RAILWAYS be pleased to state:

(a) the amount of loss suffered by the Government on account of each uneconomic railway line during each of the last three years;

(b) the total financial losses likely to be suffered due to these uneconomic lines in the current financial year;

(c) whether efforts have been made to make these routes viable; and

(d) if so, the details and outcome thereof?

THE MINISTER OF STATE IN THE MINISTRY OF (SHRI MALLIKARJUN): (a) A statement is laid on the Table of the House.

(b) About Rs. 114 crore, excluding dividend.

(c) and (d). Various steps like replacement of passenger trains by introduction of Mixed trains and 'One Engine Only' system, economy in staff, curbing ticketless travel, closure of unremunerative stations and halts or converting them into contractor-operated halts etc. have been taken to check the losses.

STATEMENT

(Figures in thousands of Rs.)

Loss on Working of Uneconomic Branch Lines excluding dividend

CENTRAL RAILWAY

S.No.	Name of the Branch Line	Losses		
		1988-89	*1989-90*	*1990-91*
1	*2*	*3*	*4*	*5*
1.	N.G. Daund - Baramati	27,36	31,59	31,78
2.	B.G. Ait - Konch	37,30	37,30	72,18

S.No.	Name of the Branch Line	Losses 1988-89	1989-90	1990-91
1	2	3	4	5
3.	N.G. Gwa - Bhind	1,16,11	1,16,11	1,78,97
4.	N.G. Gwalior - Sheopur - Kalan	3,04,77	3,04,77	5,67,42
5.	N.G. Dholpur - Tantpur - Sirmutra	92,88	92,88	1,66,14
6.	N.G. Neral - Matheran	1,49,61	1,65,07	1,85,54
7.	N.G. Pachora - Jamner	38,32	38,32	43,16
8.	N.G. Miraj - Kurduvadi - Latur	2,26,44	1,95,49	2,87,25
	Total	9,92,79	9,81,53	15,32,44

(*Figures in thousands of Rs.*)

EASTERN RAILWAY

S.No.	Name of the Branch Line	Losses 1988-89	1989-90	1990-91
1	2	3	4	5
1.	B.G Bakhtiyarpur - Rajgir	39,86	2,25	33,42
2.	B.G. Dildarnagar - Tarighat	3,86	(R)	(R)
3.	B.G. Bhimgarh - Palasthali	27,53	27,75	24,66
4.	B.G. Barasat - Hasnabad	1,42,77	1,18,41	2,35,05
5.	N.G. Shantipur - Nabadwi-pghat	18,03	20,25	17,26
6.	B.G. Trinpahar - Rajmahal	14,55	12,50	13 90
7.	N.G. Bardhaman - Katwa	61,06	56,30	66,67
8.	B.G. Bhagalpur – Mandarhill	19,90	36,94	0,47

		Losses		
S No	*Name of the Branch Line*	*1988-89*	*1989-90*	*1990-91*
1	*2*	*3*	*4*	*5*
9	B.G Baruipur - Lakshmikantapur	1,27,70	1,12,78	97,23
10	B G Sonarpur - Canning	75,58	79,77	47,02
11	B G Jamalpur - Monghyr	12,88	22,25	19,43
	Total	5,43,72	4,89,20	6,24,11

(*in thousands of rupees*)

NORTHERN RAILWAY

		Losses		
S No	*Name of the Branch Line*	*1988-89*	*1989-90*	*1990-91*
1	*2*	*3*	*4*	*5*
1	B G Rohtak - Gohana	8,64	16,02	23,22
2	B G Batala - Qadian	50,37	52,38	56,73
3	M G Garhi Harsaru - Farrukh Nagar	8,96	6,33	9,85
4	B G Verka Dera Baba Nanak	2,15,52	2,34,46	2,47,95
5	B G Amritsar - Attari	13,37	15,36	(R)
6	M G Pipar Road Bilara	19,7	44,15	48,27
7	M G Samdari - Munabao	3 33,90	2,16,17	2,42,12
8	M G Balotra - Pachpadra	43,84	40,73	52,61
9	M G Raika Bagh - Pokharan	2,34,66	1,64,95	49,82
10	N G Kalka - Shimla	3,54,79	3,44,40	3,26,52
11	M G Ratangarh - Sardar Shahr	5,51	(R)	(R)
12.	N G Pathankot - Joginder Nagar	2,67,47	89,99	2,00,10

S.No.	Name of the Branch Line	Losses 1988-89	1989-90	1990-91
1	2	3	4	5
13.	B.G. Pahaghwara - Jaijon Doaba	61,81	71,42	1,13,69
14.	B.G. Barhan - Etah	+ 7,32	(R)	2,88
15.	B.G. Raja-Ka-Sahaspur-Sambhal - Hatim Sarai	5,16	23,58	27,06
16.	M.G. Makrana - Parvatsar	18,09	(R)	19,83
17.	M.G. Tilwara - Tilwara Fair	3,11	83	(R)
18.	M.G. Lalgarh - Sree Kolayat Jee	7,74	(R)	(R)
19.	M.G. Raniwada - Bhildi	51,15	1,48,58	1,01,37
20.	B.G. Madhopur - Pathankot	(R)	(R)	32,29
	Total	16,96,56	14,69,35	15,54,31

(Rs. in thousands)

NORTHEASTERN RAILWAY

S.No.	Name of the Branch Line	Losses 1988-89	1989-90	1990-91
1	2	3	4	5
1.	M.G. Banmankhi - Behaiganj	65,15	74,26	83,76
2.	M.G. Sakri - Jaynagar	1,22,97	1,43,19	1,26,03
3.	M.G. Narkatiaganj - Bagaha	88,50	96,50	82,81
4.	M.G. Narkatiaganj - Bhikbanthori	55,88	67,94	73,59
5.	M.G. Kaptanganj - Chhitauni	1,53,24	72,90	68,29
6.	M.G. Salempur - Barhaj Bazar (Since converted into BG)	35,33	49,70	34,99

S.No.	Name of the Branch Line	Losses 1988-89	1989-90	1990-91
1	2	3	4	5
7.	M.G. Indara - Dohrighat	72,61	68,92	73,49
8.	M.G. Madhesingh - Chilh	17,20	20,92	23,34
9.	M.G. Mankapur - Katra	55,97	62,93	70,92
10.	M.G. Anand Nagar - Nautanua	1,04,22	1,35,12	1,03,41
11.	M.G. Gainsari - Jur Wa	32,17	36,35	1,06,31
12.	M.G. Dudwa - Gauriphanta	37,96	52,72	51,57
13.	M.G Dudwa - Chanuanchowki	20,56	29,88	68,88
14.	M.G. Shabhaznagar - Keruganj	4,68	6,71	5,66
15.	M.G. Kashipur - Ramnagar	13,41	13,67	19.94
16.	M.G. Mathura - Vrndavan	19,25	18,22	22,10
17.	M.G. Mandhepur - Brahamvura	5,89	9,61	12,51
18.	M.G. Thadabihpur - Mahadivpur ghat	52,73	85,29	67,75
	Total	9,57,72	10,44,83	10,95,35

(Rs. in thousands)

NORTH EAST FRONTIER RAILWAY

S.No.	Name of the Branch Line	Losses 1988-89	1989-90	1990-91
1	2	3	4	5
1.	N.G New Jalpaiguri - Darjeeling	48,00	34,59	50,31
2.	M.G.Katihar - Maniharighat	1,95,86	1,88,93	1,82,55
3.	M.G. Katihar - Jogbani	4,65,40	4,80,14	4,48,88
4.	B.G. Old Malda - Singhabad	56,84	1,04,84	1,01,37

S.No.	Name of the Branch Line	Losses 1988-89	1989-90	1990-91
1	2	3	4	5
5.	B.G. Katihar - Kumedhpur	3,14,91	2,44,07	1,48,48
6.	M.G Barsoi - Radhikapur	2,16,35	2,23,73	2,21,50
7.	M.G Alipurduar - New Gitaldah	2,37,10	2,41,96	2,45,85
8.	M.G. Rangapara North - Tezpur	1,44,29	1,03,48	1,24,24
9.	M.G. New Mal - Changrabhandha	40,33	51,24	60,47
10.	M.G. Lataguri - Ramsahi	4,24	4,70	Train running suspended from 06-02-50
11.	M.G. Fakiragram - Dhubri	2,57,06	1,29,21	1,06,50
12.	M.G. Rajabhatkowa - Jainti	18,03	This branch line has since been closed	
13.	M.G Karimganj - Mahisashan	37,46	42,45	48,08
14.	M.G. Bardigram - Dullavacherra	55,66	59,43	62,97
15.	M.G. Simalugiri - Naginimara	20,63	8,48	24,86
16.	M.G. Mariani - Jorhat -Niamatighat	22,51	(+) 0,64	27,38
17.	M.G. Makum - Dangri	48,16	28,07	58,82
18.	M.G. Simalugiri - Moranhat	66.15	8.94	76,55
	Total Loss	22,48,98	19,53,63	19,88,81

(Rs. *in thousands*)

SOUTHERN RAILWAY

S.No.	Name of the Branch Line	Losses 1988-89	1989-90	1990-91
1	2	3	4	5
1.	B G Shoranur - Nilambur	32,60	31,85	23,72

S.No.	Name of the Branch Line	Losses 1988-89	1989-90	1990-91
1	2	3	4	5
2.	M.G. Tiruturaipoondi-Pt. Calamere	20,23	22,68	21,25
3.	M.G.Mettupalayam - OOtacamund	1,27,88	1,36,66	1,37,30
4.	M.G. Maduri - Bodinayakanur	52,97	55,21	51,70
5.	M.G. Chickjajur - Chitradurg	68,56	34,45	33,13
6.	M.G. Manjangud - Chamarajanagar	23,52	46,52	53,61
7.	N.G. Yelahanka - Bangarapet	96,25	1,14,36	1,11,83
8.	M.G. Peralam - Karaikal	8,97	9,50	27
9.	M.G Mayuram - Tranc,ebar	1,50	12,26	14
10.	M.G. Tirunelvelli - Tiruchandur	70,46	66,73	70,70
11.	M G. Sagar - Talaguppa	26,71	25,78	28,00
12.	M.G. Villupuram - Pondicherry	11,32	10,26	27,44
	Total	5,40,97	5,66,26	5,59,09

(*Rs. in thousands*)

SOUTH CENTRAL RAILWAY

S.No.	Name of the Branch Line	Losses 1988-89	1989-90	1990-91
1	2	3	4	5
1.	M.G Hospet Koturu	72,51	95,96	1,16,31
2.	M.G. Jankampet - Bodhan	11,68	8,83	11,64
3.	M.g. Bellary - Ray - durg	34,02	38,90	43,62
4.	B.G. Oudivada - Machillpatnam	12,33	38,88	67,83
5.	M.G. Gunda Road - Swamihalli	31,65	48,76	63,50
6	M.G. Mudkhed - Adilabad	45,75	(+) 3,74	62,37
7.	M.G. Alnarvar - Dandell	33 27	38,89	25,46
8.	M.g. Guntun - Machorla	(R)	71.02	(R)
	Total	2,41,21	3,27,50	3,90,73

(Figures.in thousands of Rs.)

SOUTH EASTRAN RAILWAY

S.No.	Name of the Branch Line	Loss		
		1988-89	*1989-90*	*1990-91*
1	*2*	*3*	*4*	*5*
1.	N.G. Nawpada - Gunupur	41,02	68,22	74,55
2.	N.G. Rupsa - Talbundh	1,06,05	1,14,90	1,13,78
3.	N.G. Purulia - Kotshilla & Ranchi Lohargada	44,97	62,73	1,12,40
4.	N.G. Raipur - Dhamtari	1,29,88	1,60,93	1,75,99
5.	N.G. Satpura Railways	14,72,75	15,90,31	14,60,35
6.	B.G. Tata - Badampanar	1,88,60	1,96,51	1,84,97
7.	B.G. Bobbili - Salur	24,02	30,01	(R)
8.	B.G. Bondamunda - Nawgaon - Pumapani	22,74	30,67	39,87
9.	B.G. Hatia - Nawgaon	61,04	74,05	(+) 21,12
10.	B.G. Khurdaroad - Puri	23,31	(R)	62,70
11.	B.G. Kanhan - Ramtek	6,43	6,32	(R)
	Total	21,20,81	23,34,65	22,03,49

(Figures in thousands of Rs.)

WESTERAN RAILWAY

S.No.	Name of the Branch Line	Losses		
		1988-89	*1989-90*	*1990-91*
1	*2*	*3*	*4*	*5*
1.	N.G. Billimora - Maghai	45,04	47,06	51,23
2.	N.G. Piplod - Davgadhbaria	Sertice withdrawn w.a.f. 1.11.79.		
3.	N.G. Bhavnagar - Talaja Mahuwa	Closed from 26.5.87.		
4.	N.G. Jorawarnagar - Sayala	Closed on 15.7.88.		
5.	N.G. Morvi - Ghantisi	19.45	3,82	Since closed.

S.No.	Name of the Branch Line	Loss		
		1988-89	*1989-90*	*1990-91*
1	*2*	*3*	*4*	*5*
6.	N.G. Chhuchapura - Tankhala	32,21	40,50	19,46
7.	M.G. Kosamba - Umarpada	52,10	67,83	42,64
8.	N.G. Jhagadia - Netranj	27,66	31,32	19,04
9.	N.G. Choranda - Motikoral	17,74	19,79	13,70
10.	N.G. Samni - Dahej	36,53	42,52	26,71
11.	N.g. Godhra - Lunawada	39,55	47,89	29,73
12	N.G. Champaner - Shivrajpur Panimines	43,37	52,79	30,17
13.	N.G. Dabhoi - Timba Road	90.01	1,11,69	69,36
14.	N.G. Broach - Jambusar - Kavi	72,92	88,83	76,39
15	N.G. Chota Udaipur - Jambusar	1,48,46	1,96,34	1,48,78
16.	M.G ankloshwar - Rajpipla	61,46	73,81	44,32
17.	N.G. Chandod - Malsar	14,30	96,34	71,87
18.	N.G. Nadiad - Bhadran	49.74	61,42	36,47
19	N.G Nadiad - Kapadvanj	46,87	56,62	31,69
20	M.G. Sanganer Town Toda Rai Singh	75,75	96,11	96,62
21	M.G Chandhidham - New Kandla	1,14,34	1,26,86	1,38,96
22.	M.G. Malvi Junc. - Bari Sadri	1,65,08	1,83,31	1,89,16
23	M.G Kunkavav - Derdi	Running of trains withdrawn w.e.f. 3.5.1974		
24.	M.G. Botad - Jasan 23.12.1985	Running of trains has been suspended w.e.f.		
25.	M.g. Ningala - Ghodhada - Swami Narayan	Closed on 1.10.1986		
26.	M.G. Sihor - Palitana	32.82	40,91	46,10

S.No.	Name of the Branch Line	Losses 1988-89	1989-90	1990-91
1	2	3	4	5
27.	M.G. Dungar Jn. - Victor	Running of trains has been suspended w.e.f. 23.12.1985		
28.	M.G. Shahpur - Saradiya	Train services suspended from 21.6.83 due havey breaches		
29.	M.G. Kunkavav - Dagasara	Closed on 22.12.1985		
30.	M.G.Than - Chotila 2.6.1980.	Running of trains has been withdrawn from		
31.	M.G. Hadmatiya - Jodiya	Running of trains has been withdrawn from 11.7.1979		
32.	M.G. Khambaliya - Salaya	Running of Trains has been withdrawn from 11.7.1979		
33.	M.G. Harij = Chanasma	18,77	16,60	20,67
34.	M.G. Mahsana - Taranga Hill	32,85	34,89	40,59
35.	M.G. Himmat Nagar - Khed Brahma	38,65	36,48	44,41
36.	B.G. Borviaviudtal - Swami Narayan	30,22	31,72	33,23
37.	B.G. Anand - Cambay	85,55	91,38	1,15,40
38.	M.G. Talala - Delvada	(R)	(+) 1,79,68	(R)
	(Total Loss (in thousands of rupees)	13,91,44	15,17,86	14,36,70
	Grant Total:			
(a)	Losses	Rs. 107 crores	Rs. 107 crores	Rs. 114 crores
(b)	No. of Uneconomic Branch lines	141	136	120

Note:

" (+) R " Denotes remunerative

" (+) " Shows that the net earnings are positive though the rate of return is less than the rate of dividend and hence unremunerative. Net earnings on such lines have been taken into account while working out the total loss.

[*Translation*]

SHRI NITISH KUMAR: Mr. Speaker, Sir, the Government has given information about the steps taken to improve uneconomic branch lines. Different reasons have been given for different uneconomic branch lines. I would like to know from the Government the reasons why the Railways are running in loss of why the branch lines become uneconomic. For example, there is a mention of the Bakhtiyarpur — Rajgir railway line in Danapur. Division of the Eastern Railway in it, which is uneconomic. The place is very important from the tourism angle. If Rajgir is linked to Gaya, which is just 20 kilometres, the entire Buddhist circuit is covered. If such steps are taken today, the uneconomic branch line may become viable tomorrow. I would like to know from the Government whether it would like to invite suggestions from the local people of public representatives or would it like to constitute an expert committee to go into the causes of these routes being uneconomic?

[*English*]

SHRI MALLIKARJUN: Sir, the reason for uneconomic branch lines is traffic and other operational reasons. So far as the Expert Committee is concerned, the Railway Reforms Committee has identified 136 uneconomic branch lines in 1983 and they have also made certain suggestions. They have recommended that out these 136 uneconomic branch lines, 40 lines should be closed and that the Railways should negotiate with the State Governments. If losses are also there, then the State Governments and the Railways should share them on a 50:50 basis. But unfortunately, the response from the State Governments is negative. It has also been referred to the Eighth Finance Commission and the Eighth Finance Commission has also recommended that the negotiation must be continued between the State Governments and the Central Government.

[*Translation*]

SHRI NITISH KUMAR: Mr. Speaker, Sir, I have not got the reply to my question I my question, whether the Government intended to invite suggestions from local representatives or local people, has not been answered. It appears from the reply given by the hon. Minister about reformatory steps that the Government would go on closing railway lines slowly. The rail services are already inadequate and they are going to close them. I would like to know from the Government whether it intends to adopt a negative approach towards closing the railway lines?

SHRI MALLIKARJUN: Mr. Speaker, Sir, the Government does not have any negative approach. It is not the aim of the Government to close all the railway lines. The aim of the Government is to work in public interest.

[*English*]

SHRIMATI BASAVA RAJESWARI: Sir, I would like to know whether or not it has come to the notice of the Government that both the railway lines at the South Central Railway Division in Karnataka, that is, metre guage line from Hospet to Kottur and another metre guage line from Bellary to Rayadurg have incurred losses of Rs. 1,16,031 and Rs. 43,062 respectively during the year 1990-91. If it is so, will the hon. Minister assure me that the line from Hospet to Kottur will be linked to Harihar which is definitely going to be a viable unit?

MR. SPEAKER: No Please, it should not be like that. It should come out of the main question.

SHRIMATI BASAVA RAJESWARI: You please see the reply Sir. It is already stated in the reply that these two lines are not viable. So, I am not asking anything beyond the purview of the main question. If kottur is linked to Harihar, it is going to be viable because part of the ore can be diverted to Mangalore Port or Karwar Port. Will the hon. Minister give us an assurance that he will consider linking the line from Kottur to Hospet.

SHRI MALLIKARJUN: As regards the proposal that has been made by the hon.

Member, we will examine the matter.

[Translation]

SHRI SHARAD YADAV: Mr. Speaker, Sir, I would like to submit to the hon. Minister that among most of the uneconomic branch lines of the Railways the maximum losses are incurred on metre gauge railway lines and the hon. Minister has announced in the Budget (Railways) that a number of metre gauge railway lines would be converted into broad gauge lines. I feel that the metre guage lines of the North India have been taken in small numbers for conversion. The large Kosi dam area in Bihar has metre gauge lines which are uneconomic and the Railways suffer heavy losses on account of those lines. I would like to know whether Government intends to fulfil the aspirations of the people of North India, who feel that little attention has been paid to the conversion of metre lines, by converting these metre lines in to broad gauge lines expeditiously?

SHRI MALLIKARJUN: Sir, the operation ratio of metre lines is 170 percent, it is true that they are uneconomic. With the new Programme of Conversing 6000 km. lines, it is believed that we will move towards more conversions in future.

[English]

SHRI HARISH NARAYAN PRABHU ZANTYE: Sir, the Railways are suffering a loss of Rs. 100 crore to Rs. 150 crore per year because of non-viable lines. I would like to know whether these heavy losses can be reduced by replacing these unviable rail routes by road transport. What is the minimum percentage of traffic required to make a line profitable?

SHRI MALLIKARJUN: As has already been informed to the House, due to these uneconomic branch lines, this year we are suffering a loss of about Rs. 114 crore. So, what is required is that the State Governments should cooperate. A stage has now come when we should get rid of sentimental attachment to such uneconomic branch lines. In this connection, the State Governments should come forward. When the Railway Reforms Committee has recommended it, we made all out efforts to close certain branch lines and to supplement them with the procurement of buses. Railways are even prepared for the construction of Kachcha roads into pucca one and for this the Railways are prepared to pay on a one time basis. But so far, no State government has come forward. However, it has now been decided that the Railway Minister will personally speak to the State Chief Minister. We will try to come to a conclusion so that we can get rid of these unremunerative and uneconomic branch lines and on the contrary develop a road transport system in order to serve the people of this country.

[Translation]

University Admission for Kashmiri Migrant Students

*185. SHRI SURESHANAND SWAMI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the names of the Universities in which admission facility has been made available by the Government to Kashmiri Migrant students for higher education;

(b) the number of such students studying in these Universities,

(c) whether any University has refused admission to these students; and

(d) if so, the details thereof alongwith the reasons therefor?

[English]

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): (a) to (d). A statement is laid on the table of the Sabha.